Planning | Surveying | Engineering | Environmental

Our Ref: **B20315** 22 April 2025
Site Address: 30 Mathers Road, Horotiu, New Zealand

Noted by: **Michael Hall**

Subject: **30 Mathers Road**

Background

CKL has prepared an initial Traffic Assessment memo to assess the effects of a potential industrial growth area covering some 180ha of to the northwest of the Hamilton urban area. The site, referred to as the Te Kowhai East Development Area (TKEDA), is anticipated to include some 139ha of developable area. Based on other recent developments of a similar nature, the building coverage typically represents around 40% of land area. An assumed total floor area of some 585,000sqm for the assessment, this being slightly above a strict 40% to allow for some robustness in the analysis.

Figure 1 below shows an overview of TKEDA.

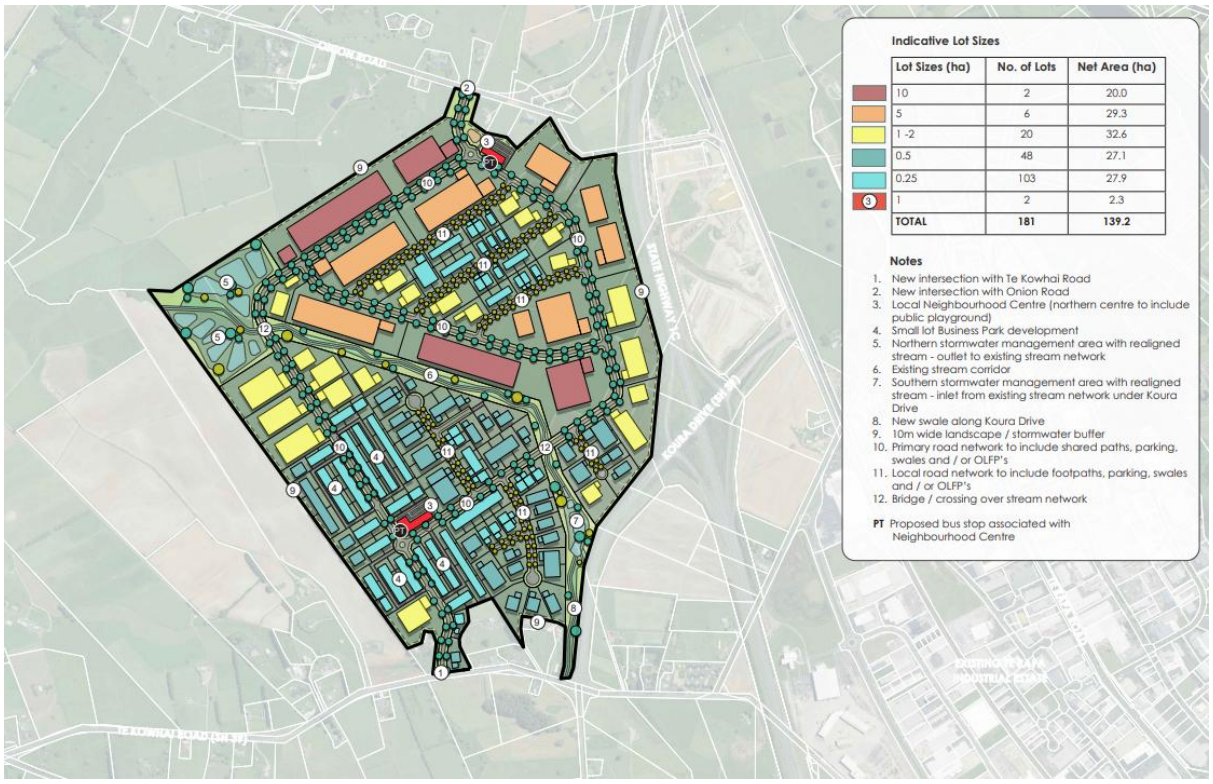


Figure 1: Site Overview

The subject site is adjacent to SH1C and is between the Rotokauri Growth Cell to the south and the Horotiu Industrial zone to the north. Road connections are proposed to both SH39 Te Kowhai Road and Onion Road. As such, the site is well connected to the surrounding network with the future residential activities within Rotokauri complementing the industrial activities proposed. The

proximity of SH1C and the North Island Main Trunk Line ensures efficient connections for freight to the wider region. Figure 2 shows the site in the wider context of planned growth in and around Hamilton City.

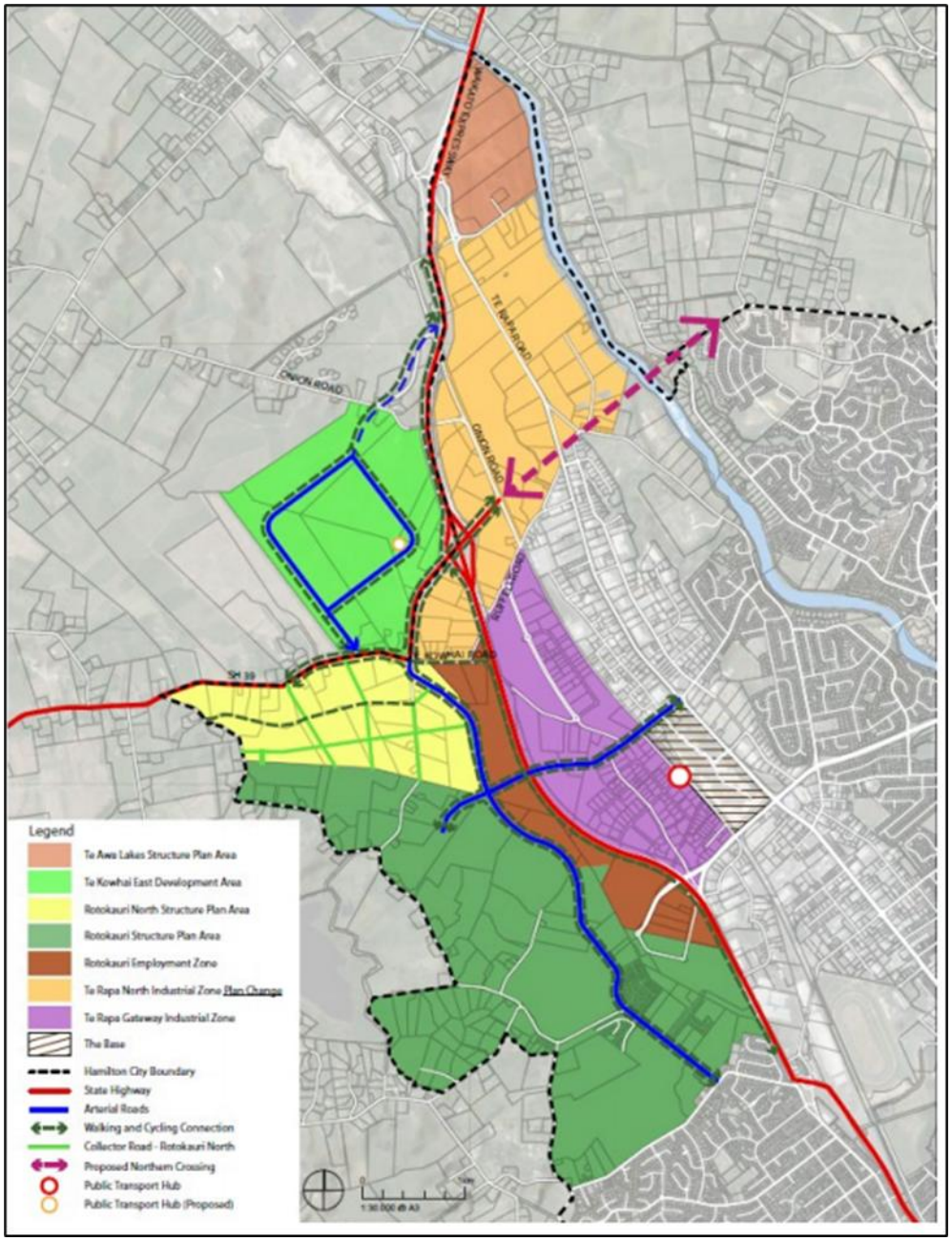


Figure 2: TKEDA in Context of Planned Development

Scope of ITA

A formal Integrated Transportation Assessment (ITA) will be prepared to assess the effects of the proposed development. This memo is an initial assessment to identify the likely infrastructure changes required to support the development and these will be refined during as part of the formal ITA. The Waikato Regional Transport Model (WRTM) is a commonly used tool within the wider Waikato region to assess the traffic effects of significant development and infrastructure upgrades. The WRTM model is owned and maintained by local councils within the Waikato region including HCC and WDC and will be used as part of the formal ITA preparation as is common for large scale developments within the Waikato region.

It is anticipated that it will be necessary to run both base and future scenarios, forecasting 10 and 20 and 30 years into the future. The model outputs will be used to identify intersections that are most affected by future development. The SIDRA modelling package is proposed to be used for this detailed analysis of individual intersections. Thresholds relating to changes in both level of service (LOS) and traffic volumes will be adopted to identify the critical intersections. The thresholds will be confirmed with HCC however are likely to be defined as follows:

- LOS E or above which represents delays in excess of 50 seconds.
- Traffic volumes increase by more a GEH statistic of more than 5.

The approach of using thresholds that relate to both intersection capacity and change in traffic volumes is similar to the methodology that has been used for other projects involving WRTM analysis. The use of the GEH statistic, which is a form of the chi-squared statistic, is a common parameter used in model calibration to ensure that the modelled flows appropriately represent observed counts and is outlined within the Waka Kotahi Transport Model Development Guidelines. In this case it ensures that low volume roads that may have a high percentage difference from only a small increase in traffic are not overrepresented within the subsequent analysis.

The form and location of intersection along the multi-modal transport corridor road have been selected based on the transportation planning ethos of mode hierarchy. It is possible that the WRTM modelling may identify intersections that are likely to be congested. However, intersection upgrades may not be presented if such upgrades do align with the ethos for encouraging multi-modal travel choices. As the overarching theme within the various transportation policy documents, private vehicle trips are not a priority.

The overall modelling methodology is summarised below:

1) Agree LOS E and GEH parameter >5 as thresholds for intersection operation where SIDRA analysis is required;
2) Agree WRTM scope of work:
   a) Confirm other land uses or network changes to include in modelling that reflects development or infrastructure upgrades beyond the TKEDA area.
   b) WRTM 2031, 2041 and 2051 base year analysis for AM and PM peak periods
   c) WRTM 2031, 2041, and 2051 analysis with development for AM and PM peak periods, with

d) Required outputs
   i) Level of service plots
   ii) Volume difference plots

3) Assess intersections most affected within SIDRA environment.

The results from the modelling will feed into a Broad Integrated Transportation Assessment:

- **Background** - A description of the proposed activity, the purpose and intended use of the ITA, and an outline of any previous discussions with the relevant road controlling authorities
- **Existing land data** - A description of location, site layout, existing use and consents (if any), adjacent and surrounding land use
- **Existing transport data** - A description of the existing access and service arrangements and on-site car parking, the surrounding transport network (including hierarchy, traffic volumes, crash analysis, congestion and intersections) and the passenger transport modes, accessibility, walking and cycling networks.
- **Committed environmental changes** - Consideration of other developments and land use and transport network improvements (including passenger transport, walking and cycling)
- **Existing travel characteristics** - Details on the existing trip generation, modal split, and assignment of trips to the network
- **Proposal details** - A description of the proposal (including site layout, operational hours, vehicle access, on site car parking and drop off, and internal vehicle and pedestrian circulation). A description of external transport links to be provided as part of the development i.e. walking and cycling networks etc. A description of any construction management matters. A description of what end of journey facilities are proposed;
- **Predicted travel data** - A description of the trip generation, modal split, trip assignment to the network, trip distribution and trip type proportions of the proposal.
- **Appraisal of transportation effects** - An assessment of safety, efficiency, environmental, accessibility, integration and economic effects (including sensitivity testing).
- **Avoiding or mitigating actions** - Details of any mitigating measures and revised effects, including measures to encourage other modes. Staging of multimodal infrastructure delivery to support TKEDA
- **Compliance with policy and other frameworks** - Review against District Plan objectives, policies and rules. Detailed assessment against Access Hamilton and associated action plans. Other relevant local, regional and national strategies or plans (e.g. Regional Land Transport Strategy, Regional Public Transport Plan)
- **Safety and Efficiency** - Any changes over the relevant assessment period to the predicted level of personal risk to individuals (safety) using the network and levels of service (efficiency) of the network
- **Discussion and conclusions** - An assessment of effects and conclusion of effects. Confirmation of the suitability of the location of the proposal
- **Recommendations** - Proposed conditions (if any)

Traffic Effects

A traffic survey of key intersections in the vicinity of the site was undertaken in July 2021. These included:

- Onion Road/Horotiu Road (not shown on plan);
- Onion Road/Koura Drive (Intersection 2);
- Onion Road/Ruffell Road (Intersection 3);
- Te Rapa Road/Ruffell Road (Intersection 4);
- Burbush Road/Koura Drive/SH39A (Intersection 5); and
- Ramp intersections at the top of the Koura Drive interchange (Intersections 6 and 7).

An overview of the intersections surveyed is shown in Figure 2 below. The surveys covered the morning and evening peak commuter times on a typical weekday that was free from the effects of any holidays or lockdowns associated with COVID-19.

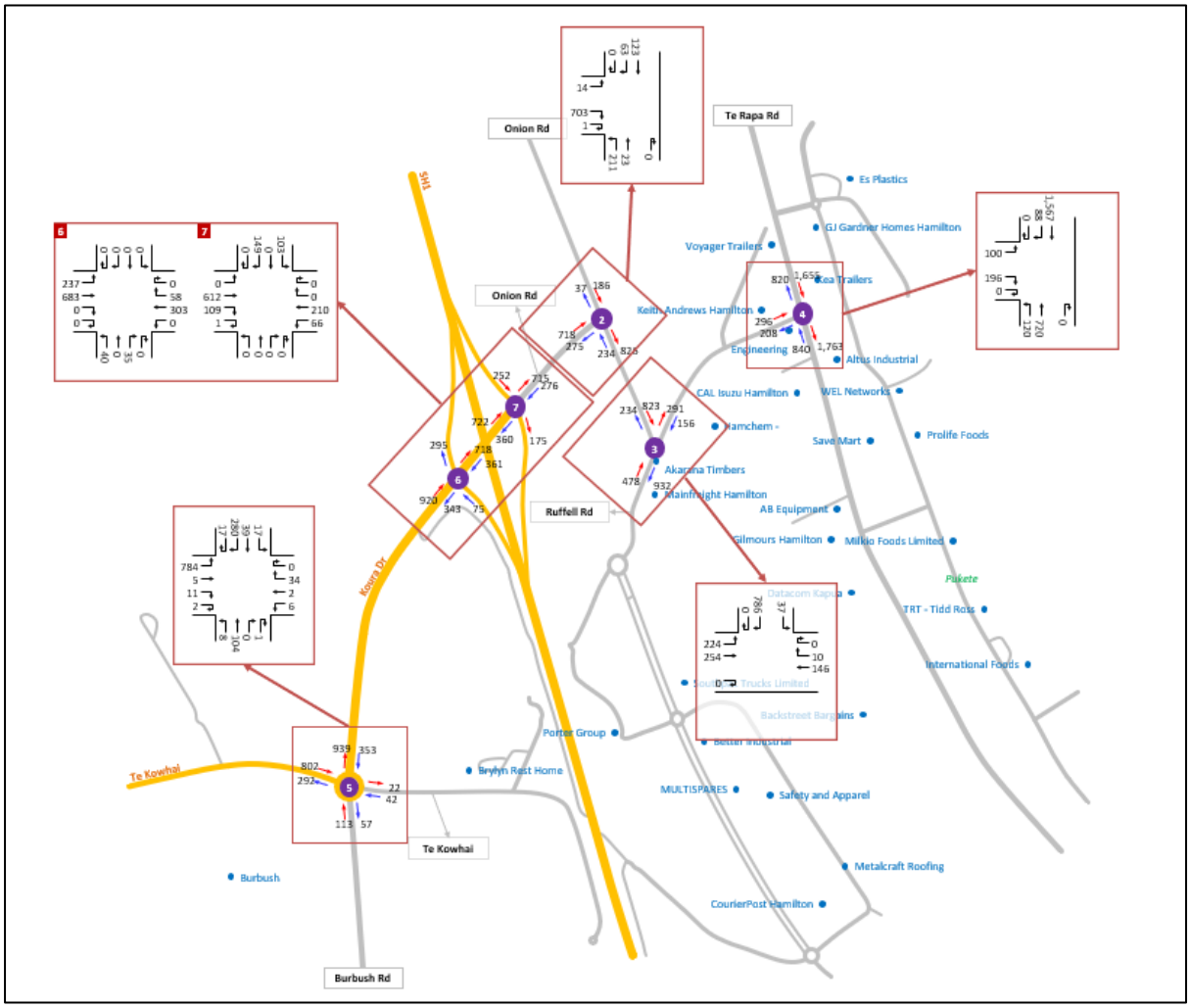


Figure 2: Survey Area Overview

The number of trips expected to be generated by the proposed industrial area has been based on trips rates from the Institute of Transportation Engineers Trip Generation Manual (ITE Manual). This aligns with rates used for similar style developments in other parts of the country.

The exact future land use within the industrial area is likely to complete a mix of warehousing, manufacturing and other related activities. Therefore, both the Warehousing and Light Industrial activities have been adopted for this assessment. It has been assumed that 85% of development would be warehousing / logistics and 15% would be other industrial activities.

The peak hour trip rates provided in the ITE Manual for the Light Industrial activity are 0.99 per 100sqm in the morning peak hour and 0.89 per 100sqm in the evening peak hour. The peak hour trip rates for the Warehousing activity are 0.24 per 100sqm in the morning peak hour and 0.26 per 100sqm in the evening peak hour. Table 1 below summarises the trip generation rates for the two activities.

Table 1: Individual Activity Peak Hour Trip Generation Summary

Activity	Size (sqm)	AM Peak Hour		PM Peak Hour	
		Peak Hour Trip Rate	Trips Generated (vph)	Peak Hour Trip Rate	Trips Generated (vph)
Light Industrial	87,720	0.99/100sqm	868	0.89/100sqm	781
Warehousing	497,080	0.24/100sqm	1,193	0.26/100sqm	1,292
Total	**584,802**		**2,061**		**2,073**

A simple gravity model has been prepared to identify where future employees within the site are likely to arrive from and how they would be distributed to the road network. The general equation for this gravity model is provided below:

$$Attraction = \frac{Population}{Distance^2}$$

The methodology for determining trip distributions associated with the residential activities has been based on census data and identifies where population areas within the Hamilton and Waikato districts. The gravity model inherently considers the distance between where people live and their willingness to travel longer distances to reach work by calculating the number of employees within the residential zone, divided by the square of the distance to the destination zoned to give a 'Z' value. The number of trips generated for each zone is calculated by dividing the Z value for the zone by the sum of all Z values and multiplying this by the overall number of trips generated by TKEDA. The resultant distribution of trips is shown below in Figure 3.

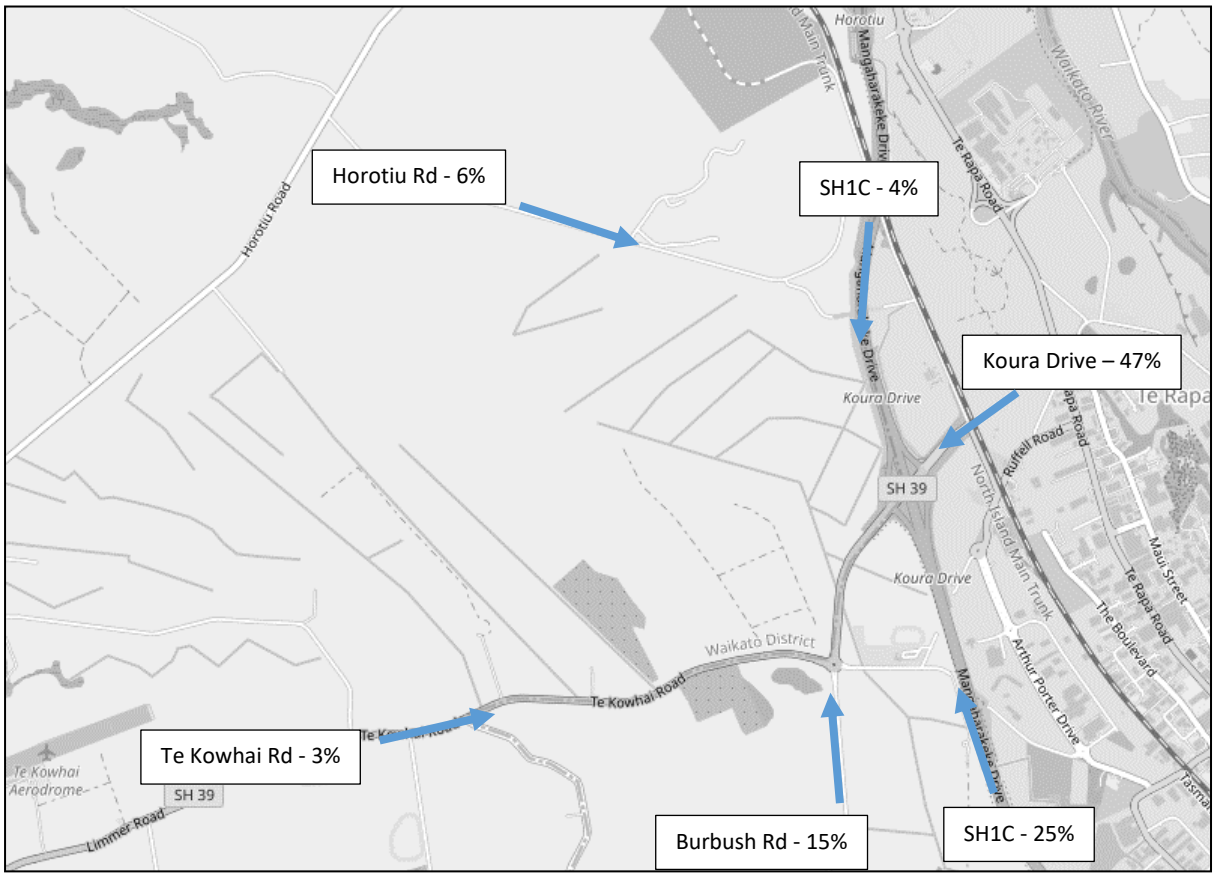


Figure 3: Trip Distribution

The additional traffic calculated from the site has been added to the surveyed traffic volumes at the key intersections surveyed. These intersections have then been modelled to identify where upgrades to infrastructure are likely to be required to support the proposal.

Road Safety

A review of the Waka Kotahi Urban Kiwirap website shows SH39 being classed as having medium collective and personal risk, where collective risk represents the overall likelihood of an injury crash occurring, and personal risk relating to the likelihood that it will involve a give individual. This level of road safety risk suggests that some form of safety management may be appropriate e.g. speed management, minor kerb realignments may be appropriate under existing conditions. Going forwards, the design of any new infrastructure should recognise the underlying levels of road safety risk and seek to ensure that there is no worsening as a minimum.

Walking, Cycling and Public Transport

The WEX Cycle Path runs along the western side of WEX from Koura Drive to Wairere Drive. From this point, cyclists can connect with the HCC bike network that includes on road paths to the south along the SH1/Avalon Drive corridor, and a combination of on road lanes and off-road paths to the east, around Wairere Drive. The TKEDA creates the opportunity to complete this bike network by creating a continuation of the network where it currently breaks between Koura Drive and Holmes

Road. The WEX path can be accessed from the end of Te Kowhai Road and from Koura Drive just west of the interchange. There is also a section of off-road path on the eastern side of WEX. This starts at Roger Kaui Place and runs south for approximately 650m before passing under WEX and joining the path on the western side.

Cycling is permitted on WEX and there are cycle treatments at the bottom of the on and off ramps around the Koura Drive interchange. There are also on-road cycle lanes throughout the Koura Drive interchange, as well as sections of shared path. Short sections of shared paths are also provided at the Koura Drive/SH39A/Burbush Road roundabout.

On other roads in the area including Mathers Road, Onion Road, Ruffell Road, SH39A and Te Kowhai Road, cyclists share the road with general traffic. Holmes Road and the onward section of Onion Road to Ruffell Road form an on-street section of the WEX cycle route. This provides connection to the Horotiu interchange and Horotiu to the north.

The Te Huia regional passenger service began running between Hamilton and Auckland in April 2021. The service stops at Frankton, Rotokauri (The Base), Huntly and Papakura. It is a start-up service that is running two return services on weekdays and one on Saturdays. The nearest station to the site is the Rotokauri Transport Hub, some 3.2km south of the site.

The nearest existing bus route to the site is the Orbiter which runs along Te Kowhai Road on the eastern side of WEX only. This service runs every 15-20 minutes (clockwise and anticlockwise) on weekdays and 20-40 minutes at weekends.

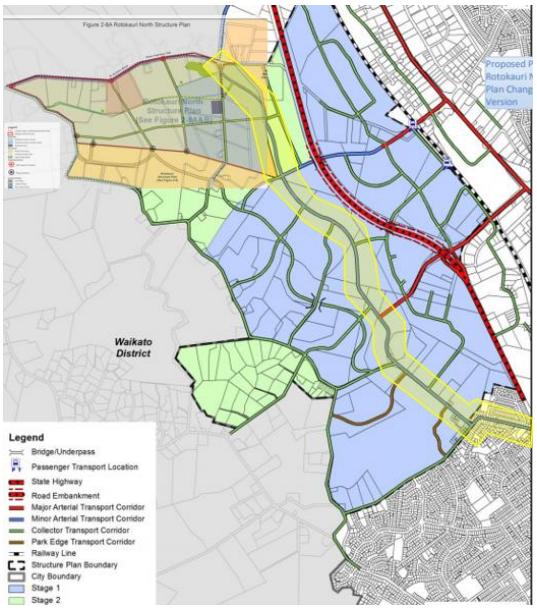
The Nawton service can be accessed from the Rotokauri Transport Hub, with the Comet, Pukete, Te Rapa and Northern Connector services available at The Base. These services connect to the Transport Centre in the Hamilton CBD and provide access to various residential, commercial and educational destinations around the city.

There are no direct public transport services to or from site at present, however the proposed road layout provides opportunities for future public transport services to either pass through site or to circulate around it. Similarly, the design of all future on site and access intersection infrastructure can be designed to support sustainable travel options.

Committed Environmental Changes

Two projects have been identified for funding in the HCC Long Term Plan 2021 – 2031 that are relevant to the site. These are summarised in Table .

Table 2: HCC Draft LTP Funded Projects

Project Name & Indicative Location	Considerations[1]	Funding (Net Total $000)
Rotokauri arterial designation 	The designation will protect the arterial corridor from development encroachment, ensuring that HCC has the appropriate width and alignment to meet the future needs of the community.	$11,058 (Net Total) 2021/22 to 2023/24
Northern River Crossing 	With growth in Rototuna and Expressway connections the Wairere Drive and Pukete Bridge will reach capacity, and this corridor will provide more capacity. The Te Rapa North Structure Plan provisions will require this corridor. The corridor will also provide future connections to the HT1 growth cell. The designation of the corridor is the base in 2026/27 and 2027/28. The construction is currently an opportunity from 2028/29.	$5,991 2029/30 and 2030/31

The Rotokauri Structure Plan and the RNSP utilise a single arterial transport corridor (highlighted in yellow in Table) that runs approximately north-south from the SH39A/Burbush Road/Koura Drive roundabout in the north to Rotokauri Road, Baverstock Road and Avalon Drive in the south. The LTP includes funding in its first three years to secure the designation (protect the land) for this route, (as well as the connections under WEX at Chalmers Road and Te Kowhai Road East) which will ultimately provide an alternative north-south parallel corridor to the WEX and Te Rapa Road. It is understood that this designation process is underway and that HCC is actively developing a design for delivery of

[1] Extracts from Attachments to the Open Agenda, Wednesday 9 December 2020-Thurs 10 December 2020

the arterial road network as far north as Te Kowhai East Road, but not extending to SH39 Te Kowhai Road at this time.

The Northern River Crossing is part of the city-wide transport programme, envisaged to connect from Kay Road in the east to Koura Drive in the west. As noted in the LTP, it is expected to relieve pressure on the Pukete Bridge and connect the growing areas of Rototuna and Te Rapa North. The alignment for the connection is yet to be set, with the designation process being funded from 2026. Given KiwiRail's position on limiting the formation of new at-grade level crossings, it is reasonable to assume that the Northern River Crossing's interface with the NIMTR will be grade-separated.

The TKEDA is located adjacent to the Koura interchange and is also able to take advantage of the arterial and collector network connectivity that is planned through the Rotokauri Structure Plan. This network includes three points of connection under the WEX, one which is already built (Wairere Drive) and two proposed (the Te Kowhai East Road minor arterial and the Chalmers Road collector) which will pass under WEX as already provided for.

As noted above, the Northern River Crossing is planned to provide an additional strategic connection between Te Rapa North and Rototuna, from the Koura interchange. Together, these connections give the site ample opportunity to connect and integrate with other areas of Hamilton and its strategic and local transport networks. These connections and the surrounding land use areas are shown on Figure 4.

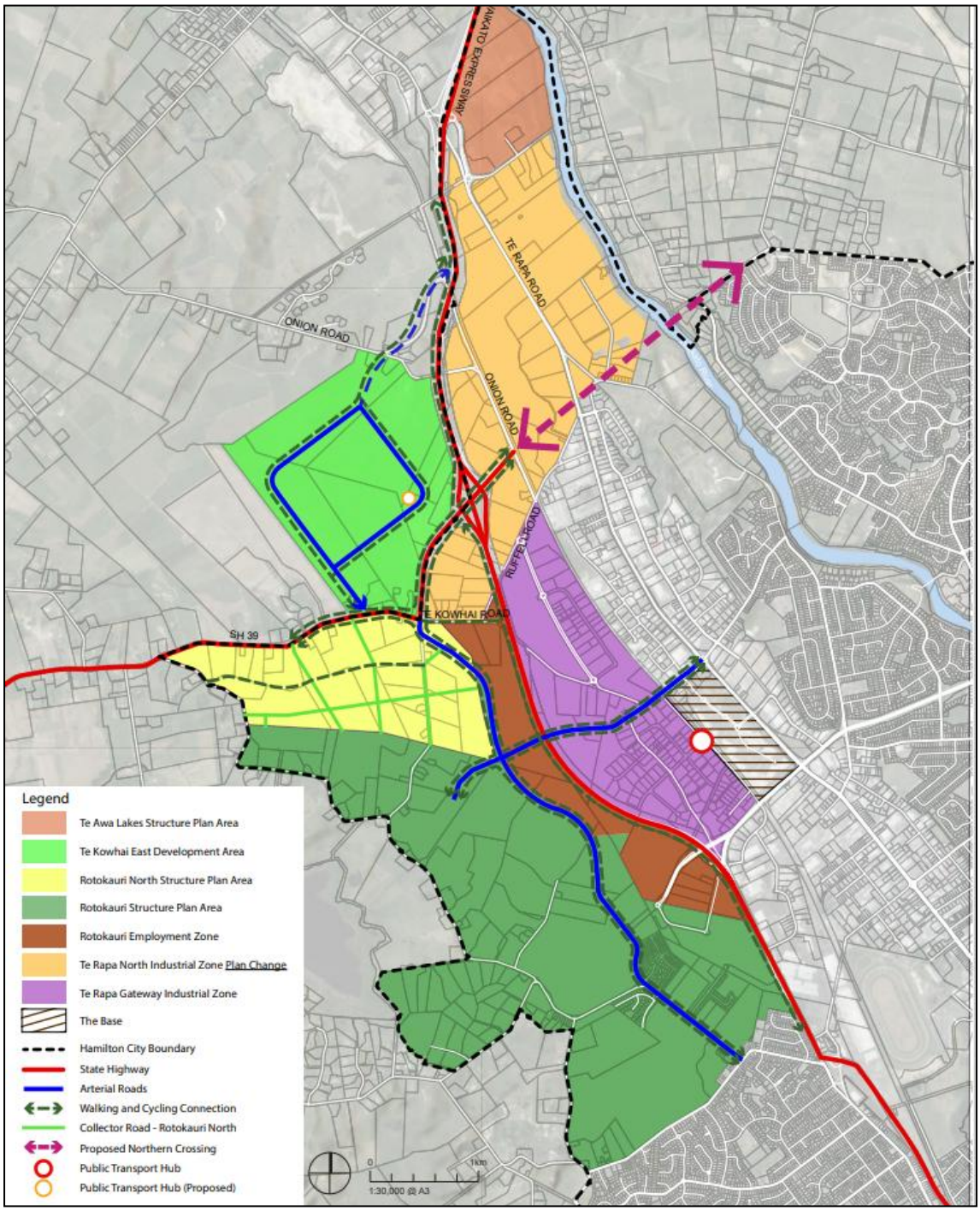


Figure 4: Arterial Connections to Hamilton

Mitigation and Infrastructure Upgrades

Based on the initial modelling undertaken for the TKEDA proposal, a range of infrastructure upgrades are anticipated to support the proposed development as follows:

- TKEDA <5,000sqm (floor area)
  - T-intersection with Onion Drive and T-intersection on SH39A;
  - new off-road shared cycle and pedestrian path along Onion Road to Koura Drive;
  - new off-road cycle and pedestrian shared path along Koura Drive to Koura Drive / Burbush Road roundabout; and
  - installation of a footpath on SH39 Te Kowahi Road east of Koura Drive to link to the development.
- TKEDA > 5,000sqm, < 25,000sqm - the above plus:
  - upgrade access on SH39 Te Kowhai Road to a roundabout;
  - realign Mathers Road to on -site arterial if not already completed; and
- TKEDA - > 25,000sqm - the above plus:
  - four lane SH39 Te Kowhai Road from the site access to Koura Drive;
  - upgrade the Koura Drive / Burbush Road roundabout to 2 circulating lanes and appropriate approach lane widening;
  - upgrade Te Kowhai Road to urban industrial standard; and
  - potentially four lane Koura Drive over SH1 and upgrade intersections with ramps (if not already completed as a result of Northern River Crossing project).

Transport Strategies and Policies

This section contains information regarding whether the proposed development aligns with the outcomes and objectives outlined in various government documents including:

- National Strategies & Plans:
  - National Policy Statement – Urban Development
  - Arataki – Waka Kotahi's 10 Year Plan for the land transport system
  - Government Policy Statement on Land Transport (2021-2031)
  - Emissions Reduction Plan (ERP)
- Regional:
  - Waikato Regional Land Transport Strategy (2021-2051)
- Local:

- Hamilton Urban Growth Strategy (HUGS)
- Hamilton-Waikato Metro Spatial Plan (MSP)
- Hamilton Long Term Plan (2031 – 2051) (Assessed under Committed Environmental Changes)
- Waikato Proposed District Plan (PDP)
- Hamilton Operative District Plan (ODP)

The Hamilton Long Term Plan has already been considered in the context of Committed Environmental Changes.

National Policy Statement – Urban Development

The NPS-UD sets some key objectives to promote sustainable development into the future. Objective 6 speaks directly to the need to integrate land use and transport planning decisions. It explicitly states the need to take a strategic view of this integration through the medium and long term and must also be responsive to opportunities that would supply significant development capacity. Objectives 3 supports people being able to live in areas close to employment hubs and in areas that are well served by public transport and Objective 8 addresses the need to reduce greenhouse gas emissions and to create urban environments that are resilient to the effects of climate change.

The proposed TKEDA is well aligned with these objectives through:

- provision for employment land adjacent to a planned residential growth cell;
- locating adjacent to existing industrial development and contributing to positive co-locational and 'hubbing' opportunities for businesses;
- integrating with planned transport infrastructure; and
- planning for and enabling public transport, walking and cycling connections and services.

Arataki

Arataki is Waka Kotahi's 30-year plan and provides clear direction for the land transport system and seeks five step changes across this system:

- inclusive access
- economic prosperity
- healthy and safe people
- environmental sustainability
- resilience and security

For the Waikato region, Waka Kotahi recognises that the Arataki focus needs to be on:

- Ensuring joint spatial planning
- Delivering high quality cycling networks
- Implementation of aspirational public transport plans

This recognises the challenges faced in Hamilton in particularly in relation to low population density, low public transport use and relatively low levels of congestion, the latter typically being a key 'stick' factor in promoting mode shift.

The proposed development at this site aligns with Arataki as the establishment of a large commercial/industrial zone will support wider regional development. Paired with the residential growth which is expected to occur in Rotokauri and the delivery of a north/south arterial transport corridor that provides high quality walking and cycling network, the proposed TKEDA can not only benefit from this, but can extend provision into the TKEDA area to promote walking and cycling to work as first choice travel modes.

The layout of the proposed development and its proximity to the existing transport hub at Rotokauri as well as any facilities provided within the residential growth cells adjacent provides significant opportunity for delivery of future public transport services.

Government Policy Statement on Land Transport Funding (2021-31)

The Government Policy Statement (GPS) on Land Transport sets out the Government's desired outcomes and priorities for the land transport sector. It Has the same five desired transport outcomes as set out in Arataki and seeks to deliver these through four funding principles, namely:

- Safety
- Improving freight connections
- Better travel options
- Climate change

To deliver the better travel options priority, the GPS recognises the need to *"optimise and maintain existing transport networks"* alongside supporting transport investments that "*enable support and shape growth".* To improve freight connections, the GPS sets out the need to *"improve the safe and efficient movement of freight through logistics planning and network optimisation"* whilst the climate change focus is expected to be delivered through *"shaping land use, urban form and street design in a way that reduce car dependency and makes walking, wheeling, cycling and micro-mobility safe and attractive options to reduce greenhouse gas emissions".*

The proposed TKEDA supports these national policy directions as outlined in relation to the NPS-UD and Arataki through its location adjacent to existing industrial activities and planned residential growth areas, the opportunity to maximise the benefits from planned transport infrastructure investments and integration of network upgraded provided by TKEDA to the same and the opportunity to make walking and cycling a first-choice travel option between adjacent employment and residential areas.

Emissions Reduction Plan (ERP)

Chapter 10 of the ERP sets a vision of significantly reducing transport related carbon emissions by 2035 and creating a more accessible and equitable transport system. A key tool in achieving this outcome is to reduce the reliance on cars and supporting people to walk, cycle and use public transport by:

- *"improving the reach, frequency and quality of public transport and making it more affordable for low income New Zealanders*
- *Increasing support for walking and cycling, including initiatives to increase the use of e-bikes*
- *Ensuring safer street and well-planned urban area"*

The ERP also sets out four key targets, these being:

- *"reduce total kilometres travelled by the light vehicle fleet by 20% by 2035 through improved urban forma and providing better travel options, particularly in our largest cities*
- *Increase zero-emissions vehicles to 30% of the light fleet by 2035*
- *Reduce emissions from freight transport by 35% by 2035*
- *Reduce the emissions intensity of transport fuel by 10% by 2035"*

The TKEDA supports these targets and overall objectives through placing employment opportunities close to where people live, enabling and promoting connections to these residential areas by walking and cycling networks, supporting the extension of bus services to and through the area and reducing freight travel through co-locating next to two major existing industrial areas of Horotiu and Te Rapa.

Waikato Regional Land Transport Plan

The 2021 Waikato Regional Land Transport Plan (WRLTP) sets out how Waikato Regional Council intends to develop the region's land transport system over the next 30 years, as well as proposing regional transport activities for investment (local and central government) over the next six years. The WRLTP sets out 3 strategic objectives:

- Strategic Corridors & Economic development
- Road Safety
- Access and mobility

As would be expected, these align with the national policy direction and will also inform the local policy direction on transport. The two key projects identified in the WRLTP of relevance to TKEDA and its location are the public transport services and infrastructure programme and also the Hamilton biking and micro-mobility programme. Both of these projects sit within the Access and Mobility objective and speak to support for a growing Hamilton and integration with the Metro Spatial Plan.

The proposed development will have multiple access locations and has significant opportunity to be integrated with the public transport network to allow easier access for workers and visitors commuting to this commercial/industrial zone. The proposed development will also provide safe facilities for vulnerable road users (such as pedestrians, cyclists, and motorcyclists) to encourage active mode travel to and from the proposed development.

Additionally, the proposed development within this site will ensure road safety is closely considered in the context of the proposed road network and existing surrounding network e.g. the intersection

with SH39 and Onion Road. Any safety concerns identified during the design, consenting and construction stage will be addressed appropriately to ensure road safety.

Hamilton-Waikato Metro Spatial Plan (MSP)

The Hamilton- Waikato Metro Spatial Plan outlines the growth of Hamilton and surrounding communities. It includes six transformational moves that need to occur to support sustainable growth into the future, including a *"radical transport shift"*. It is envisaged that this will be achieved through *"facilitating a radical shift to using public transport through the establishment of rapid and frequent public transport network shaped around where and how our communicates grow."*

The MSP identifies Te Rapa as a proposed metro centre, Horotiu as a proposed business centre and Rotokauri growth cell as hosting a proposed town centre. Figure 7 of that document also identifies the future vision for public transport provision as replicated in Figure 5 below.

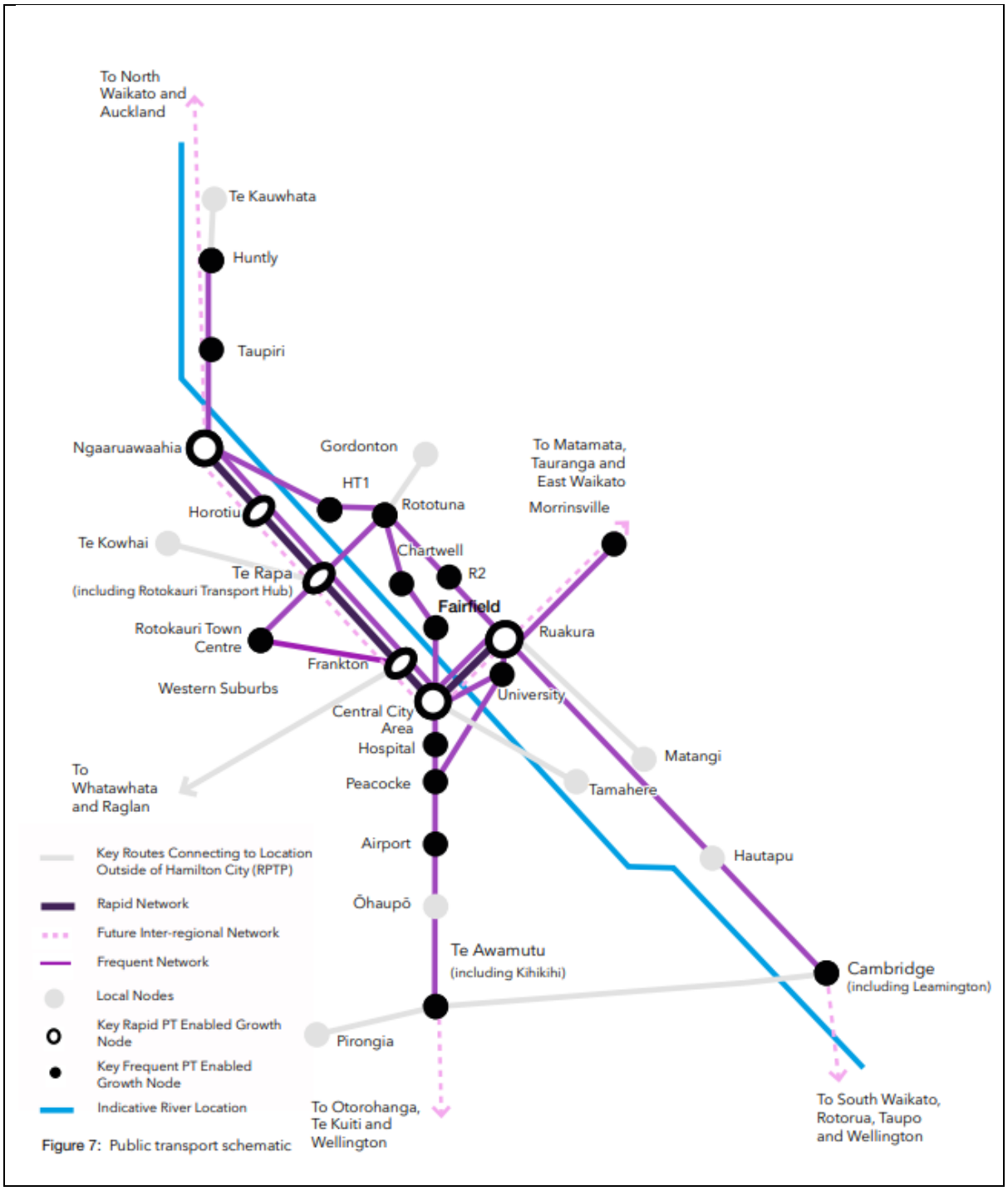


Figure 5: MSP Public Transport Schematic

The intention is for the future rapid transit corridor is intended to offer direct and rapid and frequent connections between key activity nods in the city. This will be supported by and integrated with the frequent service network with services operating at 15 minute frequencies, which itself supports key local connections.

It is clear from the above that TKEDA is located in close proximity to key activity focus nodes and to rapid and frequent public transport networks. It is also adjacent to local route connections, and together with excellent walking and cycling network provision, offers the opportunity for multimodal access from across the city.

MUGS also considers freight traffic needs, identifying SH1 and the Te Rapa Bypass as part of the national freight route network. TKEDA is ideally located to provide quick, safe and efficient access to this network supporting both this local, regional and national policy direction.

Hamilton Urban Growth Strategy (HUGS)

HUGS is a suite of strategies including Environmental Sustainability, Social Well-being, Economic Development, Access Hamilton and CityScope designed to inform how Hamilton grows over the next 50 years. Access Hamilton plans for future transport needs across the city, including targeting a reduction in vehicle kilometres travelled and reducing greenhouse gas emissions from the transport sector.

One of the key aims of HUGS is to develop quality greenfield neighbourhoods and provide jobs within and around these neighbourhoods to make commuting easier for locals and residents living in these newly developed neighbourhoods. Since the proposed development site is located in close proximity to Rotokauri, this development will likely provide employment for many residents living nearby. This encourages sustainable and active modes of transport.

Waikato Proposed District Plan (PDP)

The Waikato PDP sets a number of strategic directions which are encapsulated within objectives and policies. The following are of relevance to TKEDA from a transportation perspective:

- SD-05 in relation to the need to integrate new development with the provision of infrastructure
- SD-06 in relation to Hamilton's urban expansion and the need to ensure that land uses allowed under the PDP do not compromise development within identified growth areas
- SD P1 which sets a clear policy direction to support SD-06

Whilst TKEDA is not yet recognised as an urban expansion area, the opportunity exists to protect this area for urban growth given the varies benefits it can offer in relation to traffic and transportation policy at a national, regional and local level.

Hamilton Operative District Plan (ODP)

Although the TKEDA site lies within Waikato District, the key draw for employees is likely to be from within Hamilton and the bulk of transport infrastructure network effects are expected to be within Hamilton city. The transport objective is to create an *"integrated multi-modal transport network that meets national, regional and local transport needs and is responsive, efficient, affordable, safe, accessible, sustainable and integrated with land use."*

TKEDA supports this objective through the opportunities to extend existing walking and cycling networks and provide connections between the Rotokauri residential growth cell and TKEDA.

Consultation

Consultation with key partners is considered necessary to take TKEDA forwards. The following have been identified as key consultees from a transportation perspective as being at the appropriately senior level and having a suitably strategic level of understanding of policy directions:

- Waka Kotahi – David Spiers (Director Regional Relationships)
- Hamilton City Council – Blair Bowcott (General Manager Growth) and Mark Davey (City Planning Manager)
- Waikato District Council - Hazel Coalter (Infrastructure Development Manager)
- Waikato Regional Council – Mark Tamura (Regional Transport Connections Director) and Andrew Wilson

Conclusions

Overall, it is assessed that the proposed industrial development:

- aligns with and supports the delivery of local, regional and national transport policies and strategies;
- integrates well with existing planned transport infrastructure, providing value for money for investment in the same; and
- can provide suitable multimodal access in a staged and managed way that also aligns with and supports identified growth cells within Hamilton city.

From a first principles approach, it is concluded that the proposed development can lead to positive transport outcomes and as such, warrants more detailed consideration from a transport perspective.

Michael Hall
Transportation Engineering Manager

Judith Makinson
Director

CKL